

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, THURSDAY, MARCH 13, 1879.

日一廿月二年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA:—MACAO, MORRIS A. A. DE MELLO & Co., Batavia, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Fuzhou, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,300,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK, Esq.

H. L. DALRYMPLE, Esq.  
F. D. SARSON, Esq.  
H. HOPKINS, Esq.  
A. McIVER, Esq.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and Country Bank.

#### HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.  
(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per cent. per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £2800,000.  
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.  
For 3 months, 3 per cent. per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

GEORGE PHILIP DARK (DECEASED.)

CLAIMS against the above Estate should be sent in to the Undersigned before the 15th of March.

H. F. HANOE,  
Acting Consul.

Canton, Feb. 25, 1879.

## For Sale.

### RECENTLY ARRIVED.

#### FOR SALE.

RODGERS' CELEBRATED CUTLERY.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES. TABLE GLASSWARE.

GENTS' TOOL CHESTS. CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS. SIGNAL and MASTHEAD LAMPS.

(Latest Admiralty Regulation.) TUBE EXPANDERS, Assorted Sizes. ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS. COBWEB WIRE GAUZE.

SHIRT LEVELS. INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes. INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE. LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS, INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS. WORKS OF REFERENCE.

PRESENTATION BOOKS. NOVELS, &c.

MUSIC & SONGS, by First-class Composers.

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A Fine Selection of

Very Fine "O. K." BOURBON WHISKY.

CHATEAU DE FRANDS. (A fine full flavoured Breakfast CLARET.)

BRANDIES. GIN. LIQUEURS. &c.

LAMMERT, ATKINSON & CO.

Hongkong, February 21, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co., Sole Agents for China.

Hongkong, February 19, 1879. my19

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 12th March, 1879.

MEMBERS are informed that GUN DRILL PARADES will take place at the NORTH BARRACKS every MONDAY and THURSDAY, at 5.30 P.M.

"A" BATTERY on MONDAY. "B" BATTERY on THURSDAY.

The Order is optional for Members of both Batteries.

Those who have not commenced GUN DRILL and RECEIPTS are required to attend both days.

There will be no Parade on Tuesdays until further orders.

A. COXON, Captain-Commandant H. K. A. V.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

48, Queen's Road Central.

Hongkong, February 20, 1879. ma20

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending 31st December last, at the Rate of One Pound Sterling (£1.5s.) per Share of £125, is PAYABLE on and after MONDAY, the 17th Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, February 15, 1879. ma19

## Intimations.

### LANE, CRAWFORD & Co.

ARE AGENTS FOR.

CURCIER and ADETS' CLARETS. COGNAC and BRANDY.

CHERRY SALES. WHITEHEAD'S STOUT. VAN HOBOKEN'S GIN.

POSTER'S BOTTLED ALE and STOUT. SILVER LIGHT LAMPS.

French JAMS, Confiture de St. James. STARKER'S GOLD LACE and OFFICERS' DECORATIONS.

BAXTER'S CANVAS. KONSTANTIN'S CHAMPAGNE.

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK.

GILBEY & SONS' WINES. BASS'S DRAUGHT ALE.

LETT'S DIARIES. SIGNY BUTTER.

TRADER'S WHISKY. CONSTANTIN'S REVOLVERS.

THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

### LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

#### COAST ORDER DEPARTMENT.

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

#### SPECIAL ORDER DEPARTMENT.

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., ordered from England, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

#### FORWARDING AGENCY.

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as directed. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

### EIGHT PER CENT. SILVER LOAN

### THE CHINESE IMPERIAL GOVERNMENT,

Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Si (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG and SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

### PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the Issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.  
90 " 15 days after allotment.

The Loan will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Office of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds to be paid off at par on the respective dates specified in annexed Schedule at the Office of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Chinese Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full, and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to be issued against Allotment Letters and Bankers' Receipts.

Principal Interest Total.

1st Instalment due 5th October, 1879.....162,500.00...69,325.81...231,825.81

2nd " 30th March, 1880.....162,500.00...69,325.81...231,825.81

3rd " 23rd September, 1880.....162,500.00...69,325.81...231,825.81

4th " 19th March, 1881.....162,500.00...69,325.81...231,825.81

5th " 12th September, 1881.....162,500.00...69,325.81...231,825.81

6th " 8th March, 1882.....162,500.00...69,325.81...231,825.81

7th " 1st September, 1882.....162,500.00...69,325.81...231,825.81

8th " 25th February, 1883.....162,500.00...69,325.81...231,825.81

9th " 21st August, 1883.....162,500.00...69,325.81...231,825.81

10th " 14th February, 1884.....162,500.00...69,325.81...231,825.81

11th " 9th August, 1884.....162,500.00...69,325.81...231,825.81

Shanghai Taels.....1,787,000.00 415,867.86 2,202,867.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent., will be received by the Hongkong and Shanghai Banking Corporation until the Eleventh day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, Agents

Intime ran Loan, (Signed) T. JACKSON, Chief Manager.

Hongkong, 5th March, 1879.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

FRIDAY, the 14th March, 1879, at Noon,—

An Invoice of ASSORTED PERFUMERY, comprising: Toilet Cream, Lino Juice and Glycerine, Bay-rum, Assorted Scents, Pomatum, Eau de Cologne, Toilet Vinegar, Violet Powder, Tooth Powder, Fluid Magnesia, Brushes, Razors, Puffs and Boxes, Scissors, &c., &c.

20 Coils each Ratline and Seizing Stuff. 5 Coils Galvanised Wire Seizing. 1 Galley Stove.

And, (For account of the concerned,) The following saved from the Wreck of S. S. "Taiwan,"

1 Compass, 2 Chronometers, 1 Anchor Light, 1 Mast-head Light, 1 Brass Nozzle, 1 Barometer, 7 Globe Lamps, 2 Side Lights, 1 Bell, 1 Pump, Carbines, Bayonets, Anchor, Deadlights, Blankets, Pillows, &c., &c., &c.

Hongkong, March 11, 1879. mr14

LAND AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, on

SATURDAY, the 22nd March, at Noon,—

INLAND LOT, No. 173, measuring about 57½ Feet by 47 Feet, and having frontages on Wellington, Graham, and Gutzlaff Streets.

There is Room to erect Four Chinese Houses.

The Crown Rent is \$44.51.

The central position of this Lot makes it a most desirable investment.

TERMS OF SALE.—One-third of the Purchase Money on the fall of the hammer, the remainder on completion of the Transfer. Expenses of Transfer to be borne by the Purchaser.

Hongkong, March 11, 1879. mr22

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "YESSO,"

Capt. S. ASHTON, will be despatched for the above Ports on FRIDAY, the 14th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co.

Hongkong, March 11, 1879. ma14

FOR SHANGHAI & YOKOHAMA.

(Taking Cargo & Passengers at through rates for CHEFOO and TIENSIN.)

The Steamship "GLENIFFER,"

Capt. GRAHAM, will leave for the above Ports on SATURDAY, the 15th Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 12, 1879. mr15

FOR SINGAPORE, PORT DARWIN, BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "MENMUIR,"

Captain DARR, R.N.E., will be despatched as above on TUESDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.

Hongkong, March 7, 1879. ma18

## Shipping.

### Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "VENICE,"

Captain P. L. BROAD, will leave for the above Ports on TUESDAY, the 18th Instant, at 3 o'clock Afternoon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 11, 1879. ma18

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "HINDOSTAN,"

Captain T. S. GARDNER, will leave for the above Ports on TUESDAY, the 18th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 11, 1879. ma18

FOR YOKOHAMA & HIOGO.

The Steamship "SCOTLAND,"

Captain ARKINSON, shortly due, will have quick despatch for the above Ports.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, March 12, 1879.

### Sailing Vessels.

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## Notices to Consignees

BRITISH BARQUE GOLDEN FLEET,  
FROM CAPE TOWN.

THE above-named Vessel having brought forward the whole of the unsold portion of the Cargo of the British Barque *Robert Henderson*, from London to Hongkong—All Consignees of the *Robert Henderson's* Cargo are hereby informed that a General Average Bond which requires their Signature is now lying at our Office.

Bills of Lading will be countersigned by GILMAN & Co., Agents.

Hongkong, March 12, 1879. ma19

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Hindustan*, Captain T. S. GARDNER, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 10, 1879. ma17

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Venice* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents.

Hongkong, March 7, 1879. ma14

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. AMAZON.

## NOTICE.

CONSIGNÉES of Cargo per S. S. *Amazon*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Cyclists' Cargo will be forwarded on, unless intimation is received from the Consignees, before TO-DAY, the 7th Instant, at 3 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Underigned.

Goods remaining unlabeled after Friday, the 14th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, March 7, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNÉES of the following Cargo are requested to send in their Bills of Lading to the Underigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

## H. J. A. H. (in cross) No. 107, Aldridge

Salmon & Co., 1 case Hosiery, from London.

Hongkong, February 15, 1879.

## For Sale.

## FOR SALE.

A 53-inch SINGER & Co.'s "SPECIAL CHALLENGE" BICYCLE, quite new. PATENT BEARINGS. PATENT SADDLE. DOUBLE BRAKE, & EXTRAS. Will be sold under Invoice Price; owner leaving Colony.

Apply to SAYLE & Co., Where Machine can be seen.

Hongkong, March 3, 1879.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EITEL, Th.D., Tubingen.

Price: Five Dollars, or Two Dollars AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KERRY & WILSON, Shanghai.

Hongkong, March 1, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

BREITOVEN, German barque, Capt. R. Haje, Molchers & Co.

WANDERING MINSTER, British barque, Capt. Siewwright, Captain.

LAROS, British barque, Capt. T. Brown, Edward Schellhaas & Co.

NEMETIAN GISON, American barque, Capt. D. Bradford-Meyer & Co.

ORANGE LEE, British barque, Capt. A. J. Winther, Butterfield & Swire.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kronska, Weller & Co.

GLORIE FLEZEN, British barque, Capt. James Wiltshire, Gilman & Co.

## To Let.

## TO LET.

MARINE HOUSE, QUEEN'S ROAD:—East—GROUND FLOOR, consisting of OFFICES, COMPTROLLER'S QUARTERS, and GODOWNS. West—A RESIDENCE, with Business Accommodation, complete. GAS and WATER laid on. Each of these Premises can be Let in whole or in apartments.

Apply to E. R. BELLILIOS.

Hongkong, March 11, 1879. ap1

## TO LET.

GREEN MOUNT, Possession on or before 15th May.

Apply to GILMAN & Co.

Hongkong, March 4, 1879.

## TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to LANDSTEIN & Co.

Hongkong, February 4, 1879.

## TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—FIRST FLOORS of Nos. 2 and 4, Praya East.

Also, A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

## TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also, A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to MEYER & Co.

Hongkong, March 4, 1879.

## TO BE LET.

On Shamen—Canton.

THE SPACIOUS PREMISES lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with GODOWN, TEA and SILK ROOMS attached.

For Particulars, apply to EDWARD DAVIS, Canton.

Canton, March 12, 1879. ap12

## TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to TURNER & Co.

Hongkong, August 1, 1878.

## TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to WO HANG, Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

## Intimations.

## HONGKONG AND WHAMPŌA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in an ACCOUNT of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be Closed.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, February 25, 1879. ap1

## HONGKONG WHARF &amp; GODOWNS STORAGE.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co., Proprietors.

Hongkong, November 29, 1878. my29

## DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next.

Hongkong, February 10, 1879.

## FUTCHINGS.

F. begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SHOP—WILLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

## Intimations.

## THE CHINESE INSURANCE CO., LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company will be held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 24th day of March next, for the purpose of Confirming the Special Resolutions which were passed at the Extraordinary General Meeting held to-day.

Dated this 10th day of March, 1879.

By Order, J. BRADLEE SMITH, General Agent.

## THE CHINESE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the EIGHTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive.

By Order of the Board, J. BRADLEE SMITH, General Agent.

Hongkong, February 19, 1879. ma24

## NOTICE.

FROM the 1st of OCTOBER, DR EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 80, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

## WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

## To-day's Advertisements.

## FOR SHANGHAI.

The Steamship *U. A. MOY*, G. H. DREWES, Master, will be despatched for the above Port TO-MORROW, Friday, the 14th Inst., at 2 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, March 13, 1879. mr14

## TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.

Apply to J. NOBLE, No. 8, Queen's Road.

Hongkong, March 13, 1879. ap13

## SHIPPING.

## ARRIVALS.

March 13, *Quickstep*, American barque, 825, W. A. Barnaby, Keelung March 9, Coal.—MASTER.

March 13, *Amoy*, British steamer, from Canton.

March 13, *Mei-ki*, Chinese steamer, 181, R. Marsden, Halphong March 7, and Hol-kow 11, General.—O. M. S. N. Co.

March 13, *Malacca*, British steamer, 1046, Smith, Yokohama March 6, Malls and General.—P. & O. S. N. Co.

March 13, *Kwangtung*, British steamer, 675, W. Y. Hunter, Foochow March 9, Amoy 10, and Swatow 12, General.—DOUGLAS LARPAK & Co.

March 13, *Yangtze*, British steamer, 782, Schultze, Shanghai March 9, General.—SIEMSEN & Co.

## DEPARTURES.

## None.

## CLEARED.

*Christina A.P.*, for Gallao.

*Matchless*, for San Francisco.

*Thingalla*, for Saigon.

*Amoy*, for Shanghai.

*Yen*, for Coast Ports.

## PASSENGERS.

## ARRIVED.

Per *Malacca*, from Yokohama, Mr and Mrs Batten, Inspector Bateman, Mr John Blundell, 2 P. Constables, 3 Europeans deck, and 9 Chinese.

Per *Kwangtung*, from Coast Ports, Messrs Pim and Johnston, Capt. Abbott and Officers and Engineers of S. S. *Taiwan*, Mrs Vincent, and Master Vincent.

Per *Mei-ki*, from Halphong, &c., 40 Chinese.

Per *Yangtze*, from Shanghai, 2 Europeans, and 74 Chinese deck.

## To Depart.

Per *Yen*, for Coast Ports, Sir T. Wade, and 8 Cabin.

Per *Thingalla*, for Saigon, 20 Chinese.

Per *Amoy*, for Shanghai, 2 Cabin, and 62 Chinese.

## SHIPPING REPORTS.

The American barque *Quickstep* reports: Left Keelung on Sunday the March 10th, 1879, had fine weather all the passage; anchored in Taihong Channel on March 12th (evening).

The Chinese steamer *Mei-ki* reports: Thist and foggy weather throughout.

The British steamer *Kwangtung* reports: Left Foochow on the 9th, had moderate Northerly winds and fine weather to Swatow, thence to port light Southerly winds and foggy weather; anchored outside of Ningpo for 8 hours during a dense fog. In Foochow S. S. *Europe* and H.M.S. *Sheldrake*.

In Swatow: S. S. *Swatow* and *Tientsin*. S. S. *Nempe* left Amoy on the 10th for Foochow.

## POST OFFICE NOTICES.

## MAILS will close:—

For CANTON.—Per *Yangtze*, at 9.30 a.m. To-morrow, the 14th Inst.

For SWATOW, AMOY, & FOOCHEW.—Per *Yen*, at 9.30 a.m. To-morrow, the 14th Inst., instead of as previously notified.

For SHANGHAI.—Per *Amoy*, at 1.30 p.m. To-morrow, the 14th Inst.

For OEBU.—Per barque *James Shepherd*, at 3 p.m. To-morrow, the 14th Inst.

For SHANGHAI AND YOKOHAMA.—Per *Gleniffer*, at 1.30 p.m., on Saturday, the 15th Inst.

For STRAITS SETTLEMENTS, AND CALCUTTA.—Per *Venice* and *Hindustan*, at 2.30 p.m., on Tuesday, the 18th Inst.

## MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Geelong*, will be despatched on SATURDAY, the 15th Inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *Belgic*, will be despatched on MONDAY, the 17th March, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay, can no longer be sent by this route.

Hongkong, February 26, 1878. mr17

## MAILS BY THE TORRES STRAITS PACKET.—

The Australian Contract Packet *Mennuir*, will be despatched from Hongkong, on TUESDAY, the 18th Inst., with Mails for Singapore, Port Darwin, Thursday Island, Cooktown, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, Fiji, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30. Supplementary mail on board with 18 cents late fee till time of departure.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Gallao.

Hongkong, March 7, 1879. mr18

## MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Djemnah* will be despatched on SATURDAY, the 22nd Instant, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

## HOURS OF CLOSING.

## THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—

5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## CARGO.

Per American ship *Matchless*, Hongkong to San Francisco, sailed 18th March, 1879.—24,780 bags Rice, 110 bags Beans, 96 bags Fago, 50 bags Tapioca, 3,335 boxes Oil, 1,285 boxes Flour, 695 boxes Wine, 727 boxes Soy, 606 boxes Sugar, 110 boxes Cassia, 261 boxes Tea (Canton), 5,220 lbs., 2,000 bales Hemp, 88 rolls Matting, 40 Trunks, 2,188 Empty Quiksilver Flasks, 120 pkgs. Tobacco, 888 pkgs. Paper, 121 pkgs. Fire Crackers, and 5,200 pkgs. Merchandise.

## General Memoranda.

## SATURDAY, March 15:—

Noon.—English Mail leaves for Ports of Call and Europe.

9 p.m.—Meeting of Perseverance Lodge, *Gleniffer* leaves for Shanghai, &c.

## MONDAY, March 17:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

## TUESDAY, March 18:—

Noon.—*Mennuir* leaves for Singapore, &c.

8 p.m.—*Venice* and *Hindustan* leave for Singapore, &c.

## SATURDAY, March 22:—

Noon.—Sale of Land.

Noon.—French Mail leaves for Ports of Call and Europe.

## MONDAY, March 24:—

8 & 9.30 p.m.—Meeting of Shareholders of The Chinese Insurance Co., Limited, at No. 39, Queen's Road.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Yen* leaves for Coast Ports.

2 p.m.—*Amoy* leaves for Shanghai.

## Auction.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

## Miscellaneous.

Goods per *Amazon* undelivered after Noon, subject to rent and landing charges.

## THE HONGKONG DISPENSARY,

Established A.D. 1841.

## 香港大藥房

## A. S. WATSON &amp; Co.

FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

## OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

## MANUFACTURERS

## OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla, Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.50 p.m.

## THE CHINA MAIL.

HONGKONG, THURSDAY, MARCH 13, 1879.

ONE of the commonest remarks heard in Hongkong is, that the Municipal Council manage municipal matters far better in Shanghai than we do in this Colony.

To glance at a few of the matters dealt with during the past year by the Municipal Council of the Model Settlement may therefore point a moral to those who oversee the expensive official machine used for administering government here. At the outset it ought to be stated that the annual house-tax in Shanghai is only 6 per cent. for foreigners, and 8 per cent. for natives; while in Hongkong it has lately been reduced by Mr Hennessy from 12 to 10 per cent. There is, however, a small land tax of 3-10ths per centum per annum on the assessed value, which presumably is analogous to the Crown rent levied in Hongkong. After an expression of regret at the lack of interest felt in the Volunteer movement—a regret which is seemingly ever-recurring both here and up North when there is no pressing necessity for volunteering—the Report of the Council proceeds to touch upon other matters. Under assessments we find that 563 foreign houses, with a rental of Tls. 506,000, ought to give Tls. 30,360 to the revenue; but 59 of these tenements being empty, the amount actually collected was Tls. 26,350. There were 16,505 native houses returned, with a rental of Tls. 997,000, but as no less than 1606 of these were untenanted, the sum actually received from this source of revenue was Tls. 50,850 only, as against the Tls. 79,760 which would have been forthcoming had all the houses been tenanted. While on the subject of receipts, it may here be mentioned that the sedan-chair license with us is represented by the licenses on livery stables, on carriages plying for hire, on jinrikshas, and on native water-carts. In the matter of expenditure it is interesting to note that the Shanghai Council has, in a smaller measure perhaps, to deal with subjects similar to those which have exercised the great minds of Hongkong during the last few years—with this difference, that while we are discussing, referring home, and pausing for replies, the Shanghai people proceed to business without hesitation or delay. Additional light has been thrown upon the Bubbling Well and other roads, and the Gas Company has been cautioned on the subject of damage done to the roads by the relaying of mains, which is not to be again permitted except when other repairs on the roads are being executed. The advisability or otherwise of supplying a ward in the General Hospital for lunatics, has been considered, and it has been decided not to provide this accommodation in the Hospital. There is but little said upon the subject which has lately filled a bulky volume in the official archives of this Colony, viz., The C. D. Act. At Shanghai "the Lock Hospital, &c., appear to be working very satisfactorily; and disease is greatly diminished in consequence." From all that we can hear, either from the laxity of the provisions of our local law, or from defects in its administration, the state of things here in a C. D. point of view is becoming most deplorable, and is attracting the serious attention of those in responsible positions. So it would seem that Shanghai has the best of us in this respect, as in many others. Concerning street nuisances the *Obelisk Empire* pithily says that "Leather washers have been ordered to be placed round the boxes of wheels of the Municipal carts, to deaden the noise they make. Street hawkers are prohibited from annoying residents by their cries. The police have been instructed to destroy all apparently ownerless dogs straying about the Settlement." "Cracking wheels have frequently been heardly denounced in Hongkong by those favoured few residents who have lived for any lengthened period in the Model Settlement; but the municipal authorities seem to have gone a step further and shown a good example to the unutilized Chinese. Street cries and stray dogs are equally worthy of abolition, and it may be instructive to learn that, notwithstanding the cogent reasons why special facilities should be given to natives in Shanghai, a far more rigid strictness appears to be enforced than obtains with us in Hongkong. For instance, care is taken by the Police to see that the jinriksha coolies, who number 1500, are properly dressed;—a detail which is but too often utterly disregarded as to the Hongkong sedan-chair coolies. The Inspector reports that, on his daily visits to the Markets, he has always found these well supplied with good and wholesome articles of food. No information is given as to the sweetness or otherwise of the building itself, so no adequate comparison or contrast can be made with it and the filthy, disgraceful cess-pool of a place dignified in Hongkong with the name of the Central Market. There is at this point a passing allusion to the game season: it is fixed this year to begin on 1st September, instead of 1st October as heretofore, and we may add that last season closed on the 10th inst. The recruiting of the Municipal Police on



Chinese Government the opening to foreign navigation of the waterways of Kwangtung. The disappointment, which several Representatives of our European Powers must have felt, when they saw their efforts to have the Treaty complied with, frustrated by the Chinese diplomacy which knows so well how to promise everything and to afford nothing, must have convinced them, that as long as we do not come more frequently in contact with the people we shall always be baffled by the Chinese subtleties and shrewdness.—*Catholic Register.*

## CORONER'S INQUEST.

DEATH OF P. C. CURRIE.

A Coroner's Inquest was held this afternoon, before Mr. Creagh, Coroner, and the following Jurors, viz., Messrs E. Davies, A. Goetz, and A. O. D. Gourdin, on the body of Angus Currie, P.O. 91, who was found drowned at Gibb's Wharf at 8 a.m. yesterday (12th).

Dr. Wharry, Superintendent of the Civil Hospital, sworn, stated:—The body of deceased was brought to Hospital at 5 a.m. yesterday. It was that of a European male about 28 years of age, fairly nourished. The body was very thickly clothed, and there were no marks of violence on the body. It had recently been in the water, and had been recently dead when I first saw it. The flesh was livid, and the eyes congested; and the external appearances were those of death by drowning. I opened the body to-day, and found the lungs were diseased, the right lung being considerably impaired. All the internal organs were congested, as they would be in death from drowning. In reply to the Coroner the Dr. said:—I could not tell from the appearance of the body or the internal organs, whether deceased was insensible or not when he fell into the water. The temperature was registered at the Hospital on the night 11-12 as 65°; it must have been higher on the Friday, and as deceased was very thickly clad, he might have fainted. The disease in the lungs would have made him more liable to faint than if he had been in good health; and still more so with the clothing he was wearing at the time. Deceased had never been in Hospital since his arrival in Hongkong.—Dr. Wharry subsequently added (saying he had forgotten)—There was no water in the stomach; had deceased been sensible at the time there would have been. It is always conclusive evidence of insensibility when there is no water in the stomach.

A Juror asked if it was not a notorious fact that deceased took tea.

The Coroner said they would get what evidence there was on that point; but he had never been in Hospital here since his arrival in the Colony.

The clothing was here produced, and consisted of a thick singlet, a cream shirt, a thick worsted waistcoat with sleeves, then a uniform waistcoat, and the thick uniform tunic, together with thick woollen drawers and regulation trousers.

P. C. Smith, (79) sworn, stated:—I was on duty from Peddar's Wharf to the P. & O. Wharf, in charge of a Police boat, and I passed deceased's post several times during the time between midnight and 2.40 a.m. Deceased was on Gibb's Wharf, and I showed my lamp and whistled each time I passed to him to respond. I passed within two boat-lengths each time. I last saw him about a 5 before 3, or a few minutes later say 20 minutes to 3; he was walking up and down with his hands behind his back. I did not see his lamp then. He appeared then to be all right. About 20 minutes, on my return, deceased was in the water. P. C. Gribble and several Indian Constables were on the wharf. I helped to get deceased out of the water; he had fallen in at the end of the pier, under a boat that was hanging in the davits. I towed him to the beach, and the other two drew him up on to the sand. We carried him up the steps, and laid him on his back, but he appeared to be quite dead then; we felt his heart and pulse. There were only 44 or 5 feet of water at the wall, and nearly dead low water, as low as ever I have seen it. About 5 or 6 feet from the wall, there were about 6 feet of water. Deceased was 6 feet 1½ inches in height. The strap of his trunk was on his wrist, but I did not see if his hands were in his pockets or not when I towed him round to the steps. There were ropes hanging about and crevices in the wall by which a man might easily have hung on by assistance come. The sunken people said they heard nothing, although some of them were only about 100 yards off. In addition to the clothes shown deceased wore a cap and two large muffers when he was picked up. He must have fallen about 8 feet, and the splash might have been heard by the boat-people, or the watchman opposite. His book and hat were not found. I know of no quarrel that deceased had with any one.

P. C. 80 (Angus Macaulay), sworn, stated:—I came from Scotland with deceased in December. He was always healthy, and we joined the Police together. We were intimate friends, lodged together, and were in the same office together in Glasgow. I do not know him to have been ever subject to fits, but I believe he had been once in the asylum. He was a very quiet man, and had no quarrel with any one; and he was a Good Templar; he was never drunk in Hongkong. I only heard of his being in the asylum when we were in the marine office at Glasgow.

Acting Inspector Alex. Mackie, sworn, stated:—Deceased was sent on duty at Gibb's Wharf at midnight of the 11th. When he went on duty, deceased seemed to be all right, and made no complaint to me.

The Coroner called the attention of the jury to the two coroners open to them, viz., either they return a verdict of found drowned, or if they were satisfied or presumed that he fell from the wharf by accident, they could return a verdict of Accidental Death.

The jury said that, although the evidence did not seem to be conclusive, there was presumptive evidence to justify them in returning a verdict of Accidental Death.

The Coroner fully concurred, as deceased seemed to have had no quarrel with any one.

The body was followed to the grave, shortly after the Inquest was opened, by a number of deceased's comrades, together with a few men from the Naval Yard.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before the Hon. Mr Justice Snowdon.)

13th March, 1879.

McGuinness v. Cain, §918.—His Lordship gave judgment in this case this morning, as follows:—

This is an action brought by the 2nd Engineer of the steamship *Penodo* to recover \$916.16 made up as follows:—

Wages from Oct. 4th to 7th at \$110 a month,.....\$ 14.69

Hospital expenses from Oct. 10th to Dec. 21st, 1878,.....\$148.00

Damages for improper dismissal calculated at the rate of wages to April,.....\$645.36

Board and lodging for 3 months 16 days at \$35 a month,.....\$108.66

\$916.71

This case turns, as in the case of the *Commonwealth* lately tried in the Court, on the validity of a discharge given by the Deputy Mercantile Marine officer in this port under Sections 207, 209, 223, of the Merchant Shipping Act 17 and 18 Vic. ch. 104. There can be no doubt that Mr Loring followed the Rules laid down by the Board of Trade, and the practice which has been compiled for years. When however a question comes before the Court for decision it is necessary for the Judge to be guided by the Statute and not by the rules of the Board of Trade, difficult as it may sometimes be to interpret the language of the Statute, which is in many places most obscure and in some almost self-contradictory. The facts are simple. The plaintiff signed Articles early in October last for an engagement of six months on board the *Penodo*. She left Hongkong in October 3rd. When three days out she was caught in a violent storm. The plaintiff came up from the engine room to go on deck to assist generally, and met with a singular accident. On stepping into the water which had collected and was washing about the deck, he was severely scalded in the feet and legs. The steam had been negligently left in two pipes laid along the deck for the use of the crane and donkey engine. The water had become scalding hot by constant contact with these pipes—and thus the plaintiff was injured severely. The Captain had three ribs broken; the ship put back to Hongkong, and on arrival in October 10th the plaintiff was taken to the Hospital, where he remained to December 21st. His feet and legs were badly scalded, covered with large blisters; he was unable to stand and had been rendered unfit for duty by an injury received in the service of the ship. A substitute being obtained for the Captain the *Penodo* resumed her voyage, the plaintiff being left behind. A certificate of unfitness was given by Dr. Van der Horst, and on October 18th the Deputy Mercantile Marine officer wrote him off the articles and signed a certificate of discharge. Wages were found due to the date of discharge \$50.53, of which plaintiff received \$5 for incidental expenses. The *Penodo* subsequently returned to Hongkong, and the plaintiff tendered himself sound and fit for service to fill his post as 2nd engineer, but was not allowed to resume it. He was told he was discharged and that another officer was expected from England to take the place. It is admitted by the Deputy Mercantile Marine Officer that none of the requirements of Sections 170 to 176 relating to the discharge of seamen were complied with; Mr Loring considers the rule to be, to use his own words, "that it is not necessary to call in a man to sign articles if he is in hospital or Gaol; but is done by endorsement, and no release is required." The question again arises, does the fact that a seaman is unable to proceed on his voyage from illness or inability to do so disentitle him to his rights under these sections, or rather is there any provision in the Mercantile Shipping Act which deprives him of them? It may be useful to point out some of the difficulties which arise from the manner in which many of these Sections are worded. Section 170 applies to the discharge of seamen from foreign-going ships in the United Kingdom only. Sections 171 does not confine its enactments to the United Kingdom apparently, but provides that every master shall not, less than 24 hours before paying off or discharging any seaman, deliver either to him, or a shipping master (now the Mercantile Marine Officer) a full and true account of his wages. In the present case Messrs Melchers & Co. shipping clerk attended at the hospital and showed plaintiff an account of the wages due to him, which he admitted to be a true one and signed. Section 171 was complied with in point of fact, as a so-called certificate of discharge was received by the plaintiff on 18th December. Section 175, none of the requirements of this Section were complied with. In the first place, no release was signed before the Deputy Mercantile Marine Officer. Now Sub-section 2 makes this release, signed by the master and the seaman, and signed and attested by the Mercantile Marine Officer, a mutual release and discharge of all demands between the parties thereto in respect of the past voyage or engagement. Sub-section 3 makes a certified copy evidence. Sub-section 4 enacts that "in cases in which a discharge and settlement before a shipping master are required by the Act, no payment, receipt, settlement or discharge otherwise made shall operate, or be admitted as evidence of the release or satisfaction of any claim." These last words seem precise and clear. There is nothing to show that they refer to merely voluntary discharges of contracts of service, and even if they do, is there any reason why seamen who from illness or inability to proceed on their voyage, should not voluntarily terminate their engagement. In such a case is the seaman to be discharged without the formalities? I would rather say that if a seaman is ill in Hospital and unable to proceed on his voyage, the greater care should be taken to throw around him all the protection the law affords to seamen in health and strength, who can stand before the Mercantile Marine officers in person and look after their own interests. If seamen are in Gaol or are laid up with an infectious disease it may not be possible for the Mercantile Marine officer to have a personal interview with them. But can any sound reason be given why the plaintiff, who was only laid up with an injury of a temporary character and could be approached with safety, should be discharged without any attempt being made to comply with the provisions of Section 175, there being no express directions in the Act or in the Board of Trade Rules rendering such compliance unnecessary so far as I can discover. I cannot discover any sufficient reason, why

vide the case is one in which a discharge and settlement of wages is required to be made before the Mercantile Marine Officer, and this is such a case under Section 159. Next, the wages of a seaman whose services terminate before the period contemplated is secured up to a time by Section 105; and it seems that the termination may be brought about by a certificate of unfitness, but this Section says nothing about the manner in which it is to be effected. I cannot find any section which gives any direction about the certificate here mentioned, which, by the directions of the Board of Trade, is to be a doctor's certificate I suppose. It seems to be distinct from the certificate mentioned in Section 207, which provides for the discharge or leaving abroad of seamen. Mr Dennys contended that a distinction is to be observed between a discharge under this section 207 and a leaving behind. This section and its subsections seem to be full of difficulty. The distinction seems to be maintained in section 208, which throws upon a master who has discharged or left behind a seaman, the contrary to the provisions of the Act, the proof that such sanction or certificate was obtained previously to having discharged or left him behind. In section 209, which provides that every master of a British ship who leaves any seaman on shore at any place fit or out of Her Majesty's dominions under a certificate of unfitness or inability to proceed, shall deliver to the public shipping master, or other officer duly appointed who has signed necessary certificate, a full and true account of the wages due to such seaman. This section has been supposed to take the place of section 175 in cases like the present; but it is a mere inference. It must, too, be observed that the word "discharge" is altogether omitted from this section. The forms appended to the rules of the Board of Trade clearly recognize a distinction between a discharge and leaving behind. Referring to the book of instructions issued by the Board of Trade, pages 88 and 89, I find form C 6, headed "Certificate of discharge for seamen discharged before a duly appointed officer in a British possession abroad." The particulars I need not describe, except that the date and place of discharge are to be entered. This is to be signed by the master and countersigned by the seaman, and attested by the officer. Form C 6 (the form used in this case) is headed account of wages and effects of a seaman left behind at a port in a British possession abroad, on the ground of inability from sickness or other causes to proceed on the voyage. I found amongst the required entries—date of engagement, date of discharge, rate of wages, port where discharged. This is to be signed by the master and countersigned by the seaman. In the present case this last most important signature acknowledging that the account is correct, does not appear in the duplicate documents given in evidence marked C 6. I would also observe that the heading "Date of Discharge" seems to contemplate that a proper discharge accompanied by the requirements of section 175 has been given before the account of wages (Form C 6) is made up. A discharge and leaving behind may be totally different things. A man left behind is not necessarily discharged; he may be left behind to be cured, and rejoin the ship or her return. A discharged man is not necessarily left behind, as he may join another ship and leave the port before the ship he is discharged from. There was nothing to prevent the captain from leaving the plaintiff behind for the convenience of the ship (sect. 228 sub-sec. 2) getting a substitute, and allowing him on the return of the ship, to resume his post (if he was cured) and fulfil his six months' engagement, as indeed was done in his own case. Was the captain justified in discharging the plaintiff? I cannot hold that a captain has no power with the consent of the Mercantile Marine officer to discharge a seaman on the plea of inability to proceed, for instance in the case of a hopeless illness. But must not all the formalities required by sect. 175 be observed? That section says without any reservation "no payment, receipt, settlement, or discharge shall operate, or be admitted as evidence of the release or satisfaction of any claim, unless drawn up in a certain form and signed in a certain way." I have held in the case of the *Commonwealth* that a discharge without these formalities is invalid, and I see no reason to change my opinion at present, especially as the two certificates in Form C 6 are imperfect. The next point to be considered is this: The plaintiff in the hospital signed a statement of account presented to him by Mr Goosmann on the part of the agents of the ship. He says he did so to let another man take his situation until his injuries were healed, to spare the ship the expense of two second engineers. Mr Goosmann says that it was clearly stated to him that his signature was required with a view to his discharge. I think that this act amounted to acquiescence in the statement of account due and no further, and the discharge is so informal that plaintiff is not bound by it if my view is right. He would therefore be entitled to recover his wages earned up to the time of his dismissal, as provided by sect. 209, and damages for the loss he has sustained from not being allowed to continue his service, and his wages would form the measure of damages. The plaintiff's wages were calculated to the 18th October and found to be \$50.83. I think that the plaintiff got employment in the *Kowloon Dockyard* on January 5th, I am informed at \$4 a day or \$120 a month. The plaintiff's remuneration in this new service must be deducted, and I think that it must be assumed that he will continue in that service up to April. With regard to the claim for damages for loss of board and lodging \$108.66, I do not think that that can be allowed. Section 228 seems to me to govern this claim. By this section the owner is only liable for the subsistence of seamen who have been injured in the service of his ship up to the time when they are cured or die or are brought back to some port in the kingdom or if shipped in a British possession on some port in such possession. The plaintiff shipped and was brought back to Hongkong, and there the owners' liability for the expense of subsistence ends. I will consider whether some damages ought to be awarded in respect of the loss of the contract for service to April next. I can only repeat here the hesitation, which I have felt in coming to this conclusion, which upsets the practice of experienced officers acting under the instructions of the Board of Trade for years. However, a close analysis of the Merchant Shipping Act confirms the opinion I formed in the case of the *Commonwealth*, and I would strongly urge the propriety of appealing to the full court against this decision. Damages to be assessed and costs to be considered.

His Lordship added that he thought Mr Wotton should appeal to the Full Court, as it was most important that this question should be decided.

Mr Wotton said it was most likely that this would be done.

His Lordship observed that he would do his best to help the appeal on the merits by stating a case.

The damages, it was agreed, would be made up and assessed by the Registrar. He reserved the question of costs.

Buxoo v. P. P. do Rozario.—This was an action for specific performance of contract, and Mr Holmes said it was the first case that had arisen with regard to the sale of land at Kowloon. Mr Holmes was for plaintiff, and Mr Dennys for defendant.

Plaintiff, it appeared from the statement of Mr Holmes, had agreed to purchase a Farm Lot at Kowloon from defendant for \$600, and a re-assignment of the land had been prepared as a preliminary to the transfer. As, however, a Crown lease cannot assign land without first obtaining the consent of the Governor, this, after some delay, was obtained, and all parties were ready to perform their several parts of the agreement. \$350 bargain money had been paid, a receipt for which had been paid as part of the consideration money; while arrears of Police rates and Crown rent had been also paid by the plaintiff. The requisition for the stamps of the deeds was written, when at the last moment defendant refused to execute the assignment. No reason was given for this action except that there was something said about time, the real object, Mr Holmes was instructed, being that the defendant had been offered a larger sum of money for the lot, and by evading the first obligation he sought to obtain a much higher price.

Mr Dennys replied that a verbal agreement had been arrived at, whereby Buxoo was to pay within ten days \$600 for the land, and that the money had not been paid in two or three months. He was, of course, prepared with a good defence on the merits; but he was entitled to take a technical objection, which was that there was no writing signed by the defendant for the transfer of the property. The only document signed by the defendant was the receipt for bargain money, and in that the consideration was not mentioned.

Mr Holmes contended that it was too late to take that special plea now.

Mr Dennys replied that they could adjourn, and he could then give the usual notice.

Mr Holmes put it that a neglect to give notice was a waiver, and this would especially hold good in a case where the part performance of the contract remedied the defect in the written document.

Mr Dennys maintained that the contract as to time of payment had not been carried out; and that he could now get twice or three the amount offered by plaintiff.

His Lordship said he would have to look into the equity cases, and adjourned the case until Tuesday next, Mr Dennys having been requested to give notice in the meantime.

## China.

TIENTSIN.

Feb. 20th, 1879.

On the whole the past winter has been a remarkable one. The temperature has been seldom very low, and the river has not been low at all. Freezing at Christmas, it opened again early in January, a circumstance which the oldest Chinese inhabitant cannot parallel in his memory. At the Chinese New Year the mud in the streets was like that in summer time, owing to the frost coming out of the ground—a proceeding which seems nearly interminable. The Municipal Council have been raising some of the streets within a few months, and have taken advantage of the comparative quiet of the winter to metal the Bund with a fine quality of brickbats. The incalculable wheelbarrow is no longer tolerated within municipal limits.

The number of gunboats stationed here during the winter has been unusually large—British, French, German, Russian and American, besides a long line of Greek and American vessels, supposed to belong to the Chinese Navy, and posted just above the settlement. The German gunboat is just leaving, and it is reported that the river is quite free from ice below here—at all events it must soon become so. Rumors in regard to the opening of navigation abound as usual, but after the experience of last year, no one attaches much credit to prophecies of this nature, until some steamer is observed making fast at the Bund.

The concert given a few weeks since, in aid of the families of Austrian soldiers wounded in Bosnia, was a great success, and about \$800 was realized. The sailors of the *Hornet* and *Palos* have also given two performances, and threaten a third.

Mr Arnold Hague, a mining expert engaged by the Viceroy to explore the mineral resources of North China, was absent in south-western Chihli, in the prefecture of Shun Tsi, during the months of December, January, and February. He was accompanied by Mr. Pehlik, U. S. Vice Consul of this port, returned a short time since. The results of the very careful and thorough investigation into reported silver mines, have shown that there is nothing that is worth mentioning, or that would at all pay for working. On close scientific pursuit, the Chinese auriferous rainbow has an unpleasant habit of sudden and complete dissolution. The next examination is likely to be in a region lying in a north-easterly direction from Tientsin, and where mines are known to be in existence.

A large tract of ground, situated on the French Concession, is covered with a poor quality of Chinese shops and houses, whose term of existence was understood to expire in 1878. A few of them have been torn down to give place to more commodious structures of foreign build, and others are to follow. A large area opposite the Temple of the Red Bamboo Grove, so called, from a highly ornamental painting which adorns, or which did adorn it, and which gives the name Tzu Chün to the foreign port of Tientsin—is now a howling wilderness of mud-bricks, to be replaced with substantial foreign buildings. Foreigners agreed to be agreed that China is exhausted—by which they probably mean that it is no longer as easy as it once was to collect a fortune, with the same facility with which boys suck up sugar through a straw. The Chinese, however, do not seem to find this state of things oppressive, and if they are to be believed the native population of Tientsin is augmenting year by year, and has increased in a rapid ratio during the past fifteen years. House in the vicinity of the foreign settlement are extremely

high, and land is hard to buy at any price. Moreover, there are three times as many donkey boys on the Bund as there used to be, and likewise three times as many donkeys, so that one is three times as likely to be knocked down by persons who are taking a little harmless amusement, as in former days.

The Spring dust-storms have begun, and the departure of the *Cyclop* German gunboat is delayed until the weather is more favorable.—*Courier.*

## WUHU.

Feb. 26.

The newly-appointed Taotai, Kung, a Manchou, is showing unmistakable evidence of opposition towards foreigners trading at this port. He has actually seized two chests of opium from a foreign hong, and refuses to give any explanation to the Consul or hold any enquiry regarding his proceeding. The affair is to be referred to Peking, and this is possibly the last that will be heard of it. The Taotai, being some distant connexion of the Emperor, considers himself all-powerful. His domineering authority has also been brought to bear on the brother of Li Hsing-chang, a resident at this place, named Li Tsung-chang, or Li Fu. This individual was previously considered the great man of this province, and consequently retained a hold on all the pleasant little monopolies which accrue to influence. Kung Taotai, to show that he is not "chicken-hearted," has boldly arrested some of Li's retainers on some paltry excuse, has had them severely flogged, besides having them occasionally marched in cages, in a mournful procession through every thoroughfare, with soldiers heading the army of martyrs, heralding the fact with three bugles. The family of the great Li is therefore disgraced in the eyes of the populace, and the Taotai is happy. These events would tend to show that the great Viceroy has his enemies in the country; more especially, as I am told, the Fung of Ganking, also a Manchou, has given his assent to these proceedings. With such a Governor, it is only natural that the people should follow in his footsteps, and it is surprising how soon this sort of power favors itself to the native mind. The Taotai is admired for his pluck, and the one great Li is a bye-word and a laughing-stock. Unfortunately for foreigners, the people have a different way of showing their appreciation of their Taotai's bravery, by pelting us with stones or accompanying us in mobs, calling us foreign devils, making it unsafe to go out in company with ladies or children. Proclamations from the Taotai are now issued, prohibiting this playfulness, on account of a late attack made on the American Doctor and his wife. But I fear they will have very little effect when the Taotai's disposition towards us in so well-known.

In the meantime hundreds of immigrants are pouring into this province, bringing with them disease and discontent. They come principally from the famine districts of Shansi, Honan and Hupeh, thereby clearly showing the result of what a bad Government accomplishes by overtaxing the people in each separate district of the whole interior. The casual thinker would imagine by the removal of the many thousands killed by famine, there would be plenty of work for those remaining, and so there would if they could get their produce down to food up on one taxation from or towards the North river. Those who have visited the Northern interior, and frontiers of China and seen the result of local exactions on all produce, etc., know at once the cause of the desertion of millions of acres of beautiful lands, the scanty population in other places, and why these plains of Anhwei, Kiangsi and Chekiang become overburdened with people. Rebellion and trouble must ensue as a natural consequence, and so it is that the Mongolian race will either starve and kill itself off the face of Asia; or seek in emigration a palladium for their wrongs at home. Secret societies are in great force in this province, and it will not take great effort on the part of their respective leaders to fan into flame another gigantic rebellion. Perhaps the great Li Hsing-chang may yet require the assistance of another Admiral Hope or Protet, or Colonel Glover, to enable him to uphold his present lofty position, for it is to these men that he owes his greatness. But the Chinese race have had memories—especially where a just debt is due.

The floods of last year still leave the country for very many miles on the Northern shore of the Yangtze in a most deplorable state, and I am told that thousands have perished from this one cause alone. Pestilence will do much more for them when the hot weather arrives, and for these and other reasons every foreigner in this port would be only too glad to be out of it.—*News.*

## Japan.

(Mail, Feb. 22.)

We are informed that the American bark *Ethan Allen* now lying in the harbor at Kobe changed hands on Monday, the 17th instant. We hear she was purchased by some Japanese of Nishi-no-miya—the same who bought the *Coldstream*—for \$11,000. Her stores are to be sold at auction by Mr. Cann on the 21st inst.

It is rumored that Princess Date, Nabeshima and Hachisuka, will be appointed to receive General Grant, and the son of the Crown Prince of Germany, who are expected in Japan, shortly.

Pending the settlement of the treaty with Korea, the *Koreo Kwan* and two gunboats will be detached to look after the welfare of Japanese subjects at the port of Fusan.

## HOTO.

(Hoto News.)

A person rambling through the streets of this city will frequently come across buildings in the semi-foreign style, their surroundings laid out with that neatness and taste so eminently characteristic of the Japanese; these are the buildings of the Shogakko, or Elementary Schools, of which there are 64 in this city and 449 in the whole Fu. Koto is divided into two large districts, called Kami and Shimo Kijo; these are subdivided, the former into 53 and the latter into 82 divisions called *ku*, 55 in all, and each *ku* is obliged to establish and maintain at its own expense one of these schools, excepting in the case of poor *ku*, when two are allowed to unite, forming one school district. Besides the usual Japanese courses of studies, the pupils are taught the elements of foreign mathematics, history, geography, and philosophy, and they are also trained in gymnastic exercises. Education is compulsory, only those (who are of age) being exempted who are necessary to the support of their parents. The number of pupils I have not been able to ascertain, but I

believe the attendance is large. The pupils of these schools may be distinguished by their wearing a small brass badge or medal (*gaku-hai*) suspended from the breast, containing the name of the pupil, class, number of the *ku* and name of the Kijo in which the school is situated. These schools, if I mistake not, were originated by the present Chiji of this Fu, and they appear to have been copied to considerable extent throughout the country.

Passing to another subject, the local government cannot be too much praised for cleaning out the drains and removing the filth at this season of the year; to the fact, in part at least, may perhaps be ascribed our almost total immunity from that pestilential scourge, the Asiatic cholera. Our immunity from fires also would seem most extraordinary; among a population of about 240,000, residing in about 80,000 houses, there has not been a fire worth mentioning for the last five years, and think I am safe in saying that a thousand dollars would fully cover all losses by fire in this city for the period above mentioned. This state of things is due in great part to the extraordinary precautions taken by the local government, which appears to act fully up to the aphorism that an ounce of prevention is worth a pound of cure.

I believe I am but expressing the general opinion both of foreigners and intelligent Japanese of this city when I say that the government may congratulate itself on having at the head of affairs so energetic a person and one so fully up to his work as the present Chiji. The work of changing to the new order of things was no easy matter; local prejudices, etc., had to be combated, and there were no precedents to be guided by. That the work has gone on thus far so satisfactorily is a subject of congratulation to all concerned, and I venture to predict for the governor a still higher sphere of usefulness.

A colonel who had raised a regiment of fencible cavalry was complaining in company that he had the whole labor of the corps on himself. "I am," said he, "obliged to be my own major, my own captain, my own adjutant, &c." "And," said a person present, "I presume your own trumpeter."

## Quotations.

Hongkong, March 13, 1879.

OPIMUM.—New Patna, cash,....\$475 credit, —  
" Old Patna, cash,.... credit, —  
" New Benares, cash,....550 credit, —  
" Old Benares, cash,.... credit, —  
" New Malwa, cash,....800 credit, —  
" Allowance Teals,.... credit, —  
" Old Malwa, cash,.... credit, 800  
" Allowance Teals,.... credit, 800

## Exchange.

Bank, Wire,.... 3/6  
" 30 days' sight,.... 3/6  
" 6 months' sight,.... 3/7 1/2  
Credits,.... 3/7 1/2  
Documentary, 6 months' sight,.... 3/7 1/2  
India, Wire,.... 218 1/2  
" demand,.... 220  
Shanghai, demand,.... 72 1/2  
" 80 days' sight,.... 73  
Bar Silver, 17 dwts. 10,.... 109 1/2  
Sycee,.... 109  
Mexicans,.... 2 1/2 %  
Gold Leaf, 99 1/2 touch,.... 25.30  
Sovereigns,.... 5.56

## Shares.

Hongkong Bank, 41 1/2 prem.  
Union Ins. Society of Canton, \$1,450  
North China Ins. Co. Tls. 1,300  
China Traders' Ins. Co. \$1,400  
Yangtze Ins. Assoc. Tls. 715  
Chinese Insurance Co. \$292 1/2  
H. K. Fire Ins. Co. \$750  
China Fire Ins. Co. \$168  
H. K. & W. Dock Co. par.  
H. K. O. & S. Boat Co. \$7 dis.  
Shanghai Steam Navigation, Tls. 16  
China Coast S. Nav. Co. Tls. 105  
Hongkong Gas Co. \$80  
Hongkong Hotel Co. \$65  
China Sugar Refining Co. \$125, ex div.  
Chinese Imperial Loan, \$113, cum int.  
Do. of 1877, \$110, ex cou on

## Temperature.

(Taken at Messrs Falconer & Co's Premises, Queen's Road.)

Hongkong, March 13, 1879.

BAROMETER.—9 A.M.... 30.00  
Do. 4 P.M.... 29.93  
Do. 10 P.M.... 29.93  
THERMOMETER.—9 A.M.... 75  
Do. 4 P.M.... 77  
Do. 10 P.M.... 77  
Do. (Wet bulb) 9 A.M.... 73  
Do. Do. 4 P.M.... 74  
Do. Do. 10 P.M.... 74  
Do. Maximum.... 78  
Do. Minimum overnight 64

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:—

—VESSELS TO ARRIVE, AT HONGKONG.

When left.	Name.	From.
4th.	Uralia.	Ponarth.
Oct.	18, Jacobite.	Liverpool.
18, Rosine.	Cardiff.	
19, Hermann.	Bremen.	
Nov.	8, Jan Peter.	Masulda.
21, Fulda.	Hamburg.	
20, Rosaire.	Cardiff.	
Dec.	18, Blenheim.	Finsbury.
21, Kung See (s.).	London.	
23, Glania Castle.	Cardiff.	

Jan. 10, City of Santiago (s.). New York  
14, Scotia (s.). London  
18, Gleniffer (s.). London  
21, Sarpodon (s.). Liverpool  
27, Doublon (s.). Liverpool

LOADING FOR CHINA AND JAPAN FROM LONDON.—Steamers via Suez Canal.

At London.—Steamers via Suez Canal.  
Glenalloch. Lord of the Isles.  
Mertonchabre. Galley of Lorne.  
Ajax.

Sailing Vessels.  
Carriaks. Agnes Muir.  
At Glasgow.  
Glenora (s.) via Lodon, Breckinridge (s.)



## Intimations.

NOTICE TO MARINERS:  
No. 98.

## CHINA SEA.

## SHANGHAI DISTRICT.—WOOSUNG RIVER.

## WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24½ feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast-head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs,

GERALD E. WELLESLEY,  
Acting Engineer-in-Chief.

Imperial Maritime Customs,  
Engineer's Office,  
Shanghai, 31st Jan., 1879.

Depth of water in feet on Bar.	Signal	Depth of water in feet on Bar.	Signal
10	▲	17½	●
10½	▲	18	●
11	▲	18½	●
11½	▲	19	●
12	▲	19½	●
12½	▲	20	●
13	▲	20½	●
13½	▲	21	●
14	▲	21½	●
14½	▲	22	●
15	▲	22½	●
15½	▲	23	●
16	▲	23½	●
16½	▲	24	●
17	▲	24½	●

Volume Seventh of the  
"CHINA REVIEW."

## Now Ready.

## No. 8.—Vol. VII.

## —OF THE—

## "CHINA REVIEW"

## CONTAINS—

Jottings from the Book of Rites.  
Geographical Notes on the Province of Kiang.

Ethnological Sketches from the Dawn of History.

Coins of the "Ta-Tsing" Dynasty.  
The Critical Disquisitions of Wang Ch'ung.

The Ballads of the Shi-king.  
Translations of Chinese School-books.

Tonic and Vocal Modification in the Foochow Dialect.

Legislation and Law in Ancient China.  
A Plea for "Fam-kwal."

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—  
Taxes on Industries in Canton.

A Bit of Folk-lore about Candles, Lamps and Fire.

Legends on Chinese Porcelain.  
Tame Birds.

To make a Tui (Antithesis).  
"Respect Thyself."

The Army of Kwangtung.  
Gusta Porcha in China.

Chinese Dialects.  
"Confucius Losing a Horse in the Desert."

Books Wanted, Exchanges, &c.  
China Mail Office.

Hongkong, January 21, 1879.

## Notices of Firms.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR. F. GROBLEN in our Firm  
CEASES To-day.

SANDER & Co.  
Hongkong, March 1, 1879.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR. WALTER SCOTT FITZ, in our  
Firm in Hongkong and China, CEASES on the  
31st December last.

Mr. CHARLES VINCENT SMITH is  
admitted a Partner from this Date.

RUSSELL & Co.  
Hongkong, January 1, 1879.

## NOTICE.

THE Interest and Responsibility of the  
Underigned in the Chinese Mail,  
華中日報 (Wah Tse Yat Po),  
CEASES from the 1st August, 1877, but  
Doubles prior to that Date will be received  
and paid by him.

CHUN AYIN.  
Hongkong, April 6, 1878.

## NOTICE.

IN Reference to the above, the Under-  
signed has LEASED the Chinese Mail  
from the 1st August, 1877, and has engaged  
the services of Mr. LEUNG YOK CHUN,  
an Translator and General Manager of the  
newspaper, which under his new régime  
will be found to be as hitherto, an ex-  
cellent medium for advertising, especially  
as the Manager is able to devote his whole  
attention to the conduct of the Newspaper.

KONG CHIM,  
Lessee of the Chinese Mail,  
Hongkong, April 6, 1878.

## Mails.



STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLÉ, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MED-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON;

ALSO  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
GEELONG, Captain C. FRASER, will leave  
this on SATURDAY, the 15th March, at  
Noon.

For further Particulars, apply to  
A. MOLVER, Superintendent.  
Hongkong, March 1, 1879.

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE.

IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched  
for San Francisco via Yokohama,  
on MONDAY, the 17th day of March, 1879,  
at 8 p.m., taking Cargo and Passengers to  
Japan, the United States and Europe.  
Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 16th March. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.  
Hongkong, February 26, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLÉ, COLOMBO,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;

ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON SATURDAY, the 22nd March, 1879,  
at Noon, the Company's S. S.  
DIEMNAH, Commandant HERNANDEZ,  
with MAILS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.

Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.  
on the 21st March, 1879. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, March 11, 1879.

## SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAPERS will be thankfully received  
at the Sailor's Home, West Point.

Hongkong, July 26, 1878.

## INSURANCES.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
General Agent.

Hongkong, December 9, 1878.

## INSURANCES.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE.—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTREY,  
Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER  
of

His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Life Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Fire Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £ 100,000 "  
Reserve Fund upwards of £ 120,000 "  
Annual Income £ 250,000 "

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

THE Underigned having been appointed  
Agents for the above Company, have  
This Day taken over charge of the Hong-  
kong Agency, and are prepared to grant  
INSURANCE on MARINE RISKS at Current  
Rates to all parts of the World.

MEYER & Co.

Hongkong, February 10, 1878.

THE SCOTTISH IMPERIAL INSUR-  
ANCE COMPANY.

THE Underigned having been appointed  
Agents in Hongkong for the above-  
named Company, are prepared to Grant  
Policies against FIRE on Buildings and  
on Goods to the extent of £50,000, at the  
usual Rates, subject to an immediate Dis-  
count of 20 per cent.

Attention is invited to a considerable  
reduction in Premiums for Life Insurance in  
China.

MEYER & Co.

Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1876.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to the Novelty Iron Works.

3. From Novelty Iron Works to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to the Pier.

8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	7 h	F. Ashton	Brit. str.	366	Jan. 18	Douglas Laprak & Co.	Hothow	K'loon Dock
Alcoe	7 h	Waterbury	Ger. str.	814	Mar. 1	Stemsen & Co.	South Sea Island	put back
Amoy	4 c	Drewes	Brit. str.	2652	Feb. 26	O. & O. S. S. Co.	Shanghai	To-morrow
Belgic	5 h	Meyer	Brit. str.	749	Feb. 12	Kwok Achong	Yama & S. Falso	17th, 3 p.m.
Bombay	1 h	Stapani	Brit. str.	117	Mar. 11	B. K. & W. S. Co.	Europe, &c.	Tug. Flying
Fame	6 h	Fraser	Brit. str.	1139	Mar. 10	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.
Geelong	5 c	Gardner	Brit. str.	901	Mar. 25	Gibb, Livingston & Co.	Port Darwin	
Hindustan	5 h	O'Neill	Brit. str.	181	Mar. 15	C. M. S. N. Co.	Australian Ports	18th, noon
Killarney	5 c	Marsden	Chl. str.	2000	Mar. 28	Gibb, Livingston & Co.		
Mo-li	4 h	Darke	Brit. str.	606	June 28	Kwok Achong		
Monmurr	4 c	Hyde	Brit. str.	643	Mar. 12	Melchers & Co.	Salgon	
Nornia	5 h	Lamont	Brit. str.	49	July 18	W. H. Ray		
Perambuco	5 h	Leumont	Amer. str.	820	Jan. 9	Douglas Laprak & Co.	Salgon	K'loon Dock
Sea Gull	8 h	Molten	Dan. str.	1577	Mar. 6	Meyer & Co.	S'pore, Calcutta, &c.	at daylight
Thales	4 h	Molten	Dan. str.	1271	Mar. 7	Jardine, Matheson & Co.	Coast Ports	16th, 3 p.m.
Thingvalla	4 h	Ashton	Brit. str.	559	Mar. 10	Douglas Laprak & Co.		To-morrow
Yesso	5 h	Ashton	Brit. str.	559	Mar. 10	Douglas Laprak & Co.		
Zephyr	1 h	Heuer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	7 c	Howes	Amer. bge.	460	Mar. 6	O. & O. S. S. Co.	Portland (Oregon)	
Alden Bease	4 c	Noyes	Amer. bge.	850	Dec. 17	Rozario & Co.		
B. P. Watson	8 c	Dawkins	Amer. bge.	840	Jan. 25	Butterfield & Swire	Bangkok	
Beethoven	4 h	Haje	Ger. bge.	1126	Jan. 18	Melchers & Co.	San Francisco	
Black Hawk	8 c	Hayland	Amer. sh.	287	Feb. 22	Vogel & Co.		
Catherine Marden	4 c	Marden	Brit. sm.co.	1839	Jan. 8	Russell & Co.	San Francisco	
Charnier	4 c	Lucas	Amer. sh.	173	Dec. 21	J. J. dos Remedios & Co.	Callao	Cleared
Christina A. P.	8 c	Copra	Nlo.S. m.co.	1858	Mar. 9	Wieler & Co.		
Clurum	8 c	Segala	Brit. sh.	188	July 18	W. H. Ray	Portland (Oregon)	
Cooran	8 h	.....	Amer. sh.	863	Nov. 1	Russell & Co.		
Coloma	4 c	Hall	Amer. bge.	622	Mar. 3	Butterfield & Swire	Takao	Sands' Slip
Craigie Lea	7 c	Winther	Brit. bge.	381	Mar. 6	Wieler & Co.		Abdeen Dock
Elizabeth Childs	8 c	Lindbergh	Ger. bge.	282	Feb. 17	Melchers & Co.	Portland (Oregon)	Vanahat Plov
Formosa	2 c	Vandevord	Ger. bge.	744	Dec. 8	Rozario & Co.		
Forward	4 c	Bertelsen	Ger. sm.co.	285	Mar. 10	Wieler & Co.		
Friedrich	4 c	Wiltshire	Brit. bge.	1193	Mar. 7	Gilman & Co.		
Golden Fleece	8 c	Lewis	Amer. sh.	877	Jan. 18	Vogel & Co.	New York	
Golden Rule	8 c	Goudey	Brit. bge.	578	Jan. 2	Rozario & Co.	Portland (Oregon)	
Harshurst	8 c	Treat	Amer. bge.	1852	June 19	Vogel & Co.	Callao	
Herbert Black	4 c	Hutchinson	Amer. sh.	1450	Dec. 6	Meyer & Co.		
Highlander	4 c	Stokeland	Brit. bge.	849	Feb. 14	Melchers & Co.		
Invincible	4 c	Kroncke	Ger. bge.	243	Mar. 8	Wieler & Co.		
James Shepherd	3 c	Lawney	Frén. bge.	504	Feb. 12	Carlowitz & Co.	Salgon	K'loon Dock
Johann Friedrich	8 c	Lawney	Frén. bge.	761	Feb. 17	Edward Schellhaus & Co.	Salgon	Abdeen Dock
Julie	8 c	Brown	Brit. bge.	472	Jan. 13	Order	Chefoo & Newchwang	
Large	2 h	Dundfield	Brit. bge.	358	Mar. 10	Wieler & Co.		
Lota	4 c	Brechwaldt	Ger. bge.	500	Dec. 24	Rozario & Co.		
Marquois of Argyll	4 c	Dawes	Amer. sh.	1165	Nov. 10	Russell & Co.	San Francisco	Cleared
Matchless Star	1 h	Michaelson	Sham. bge.	570	Dec. 10	Chleuse		
Nemoham Gibson	3 h	Bradford	Amer. bge.	741	Feb. 28	Meyer & Co.		
Papa	4 c	Risso	Ger. bge.	392	Feb. 9	Siemssen & Co.		
Ponoboy	7 c	Chipman	Amer. bge.	1183	Feb. 23	Butterfield & Swire		
Penrith	4 c	Remington	Brit. bge.	549	Feb. 20	Melchers & Co.		
Quickstep	3 c	Barnaby	Amer. bge.	326	Mar. 13	Master		
Republi	4 c	Holmes	Amer. sh.	1361	Mar. 9	Captain		
Stallman B. Allen	4 c	Taylor	Amer. bge.	686	Jan. 26	Vogel & Co.	Portland (Oregon)	
stonewall Jackson	4 c	Bartlett	Amer. bge.	1102	Dec. 30	Russell & Co.	Portland	
Stracathro	4 c	Millar	Brit. bge.	1169	Dec. 17	Vogel & Co.	London	
Strathmore	4 c	Hemsworth	Brit. bge.	500	Dec. 21	Captain		
Sumarilde	4 c	Tobiasen	Norw. sh.	943	Jan. 8	Vogel & Co.	London	
Sumatra	3 h	Clough	Amer. sh.	1090	Sept. 6	Russell & Co.		
Syenham	4 c	Miller	Brit. sh.	1063	Jan. 8	Vogel & Co.		
Thos. A. Goddard	4 c	Smith	Amer. bge.	682	Jan. 23	Russell & Co.	New York	K'loon Dock
Thomas Fletcher	3 h	Fendleton	Amer. bge.	945	Feb. 28	Captain		
Three Brothers	2 h	Kabiche	Brit. bge.	367	Feb. 24	Fe Tye Hong	Takao & Yokohama	
Wandering Minstrel	1 h	Sleewright	Brit. bge.	352	Feb. 17	Captain		
WHAMPOA								
Johann Schmidt	.....	Büsche	Ger. bge.	483	Mar. 10	Melchers & Co.	Tientsin	
Tartar	.....	Kaemena	Ger. bg.	256	Mar. 11	Melchers & Co.	Tientsin	